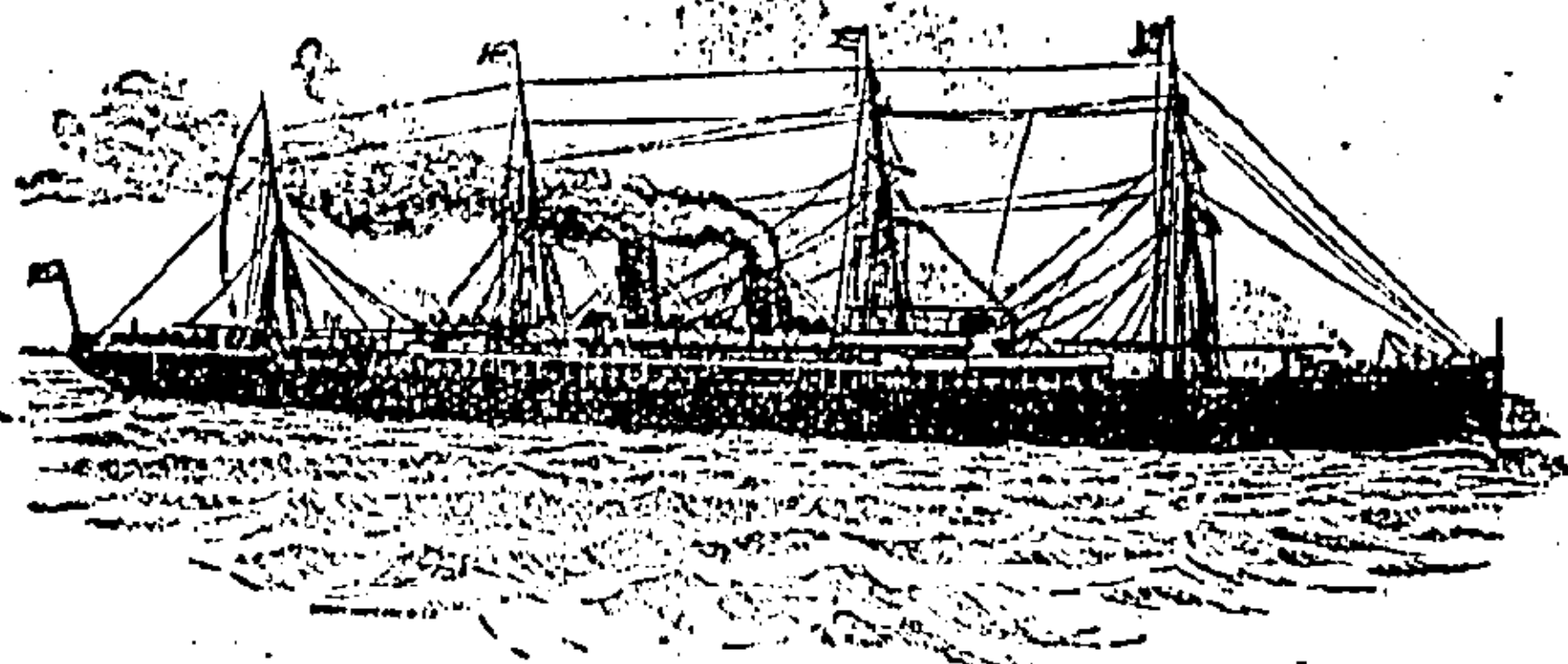






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KORBA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DORIO"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KORBA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 2nd July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made, at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
WURZBURG	(Calling at SINGAPORE and PENANG.)		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Bismarck	(Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Bismarck	(Calling at SINGAPORE and PENANG.)		
SITHONIA	HAVRE and HAMBURG.	26th August.	Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)		
ARABIA	NEW YORK	about middle of August.	
Bahia	VIA SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 26th June, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Dixon.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	2,860 "	" J. J. Lusius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5-30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7-30 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," .....569 tons.....Captain R. D. Thomas.  
S.S. "SAINAM," .....588 ".....B. Branch.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD  
Hongkong, 9th May, 1903.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net (50) per Cask ex  
Factory.  
In Bags of 250 lbs. Net \$3.00 per Bag ex  
Factory.

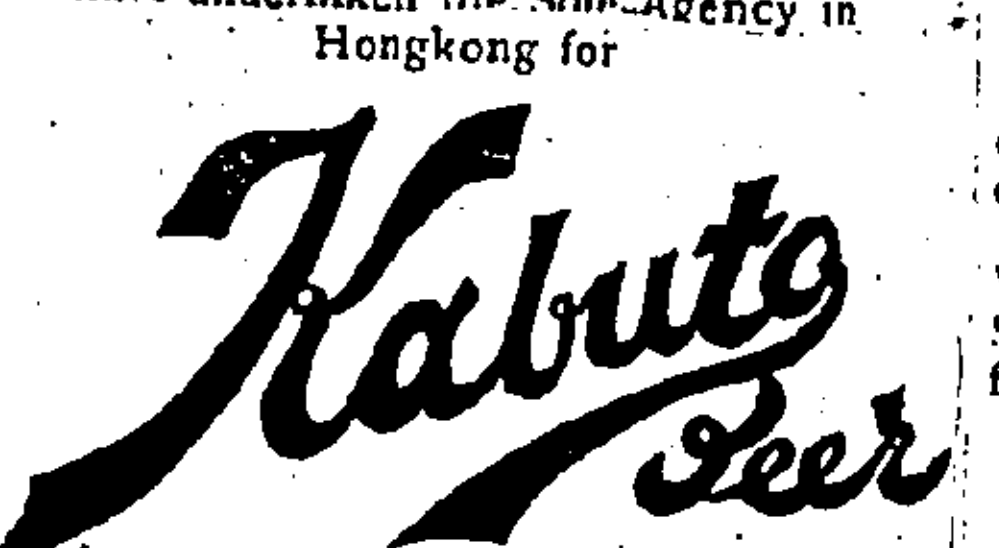
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 13th May, 1903.

## NOTICE.

TO all whom it may concern, I, FREDERICK WILLIAM DAWSON, hereby give Notice that I WILL NOT BE RESPONSIBLE FOR ANY DEBTS contracted by my wife, IRENE HARLOW DAWSON, at present staying at the Hongkong Hotel.

All persons giving her Credit do so entirely at their own Risk.  
FREDERICK WILLIAM DAWSON.  
Hongkong, 30th June, 1903.

MACLEWEN, FRICKEL & CO.  
have undertaken the Sole Agency in  
Hongkong for



A Pure LAGER BEER excellently  
Suitable for Hot Climates.

A Refreshing Beverage.  
\$16.00 per case of 8 doz. pis.  
or  
\$2.00 per doz.

3, Duddell Street  
Hongkong, 16th June, 1903.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURER.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAIR  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES  
Hongkong, 14th May, 1903.

TUBORG BEER  
A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (pints)  
or 6 doz. pints.  
Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.  
Hongkong, 10th January, 1903.

NOTICE.  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES  
JELLY'S  
FLUID  
SOAP.  
DISINFECTANT  
SOAP.

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & CO.,  
Bank Buildings  
Hongkong, 9th March, 1897.

## Intimations.

A. S. WATSON & CO., LD.

## AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ... \$ 1.20 per Dozen.  
Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED,  
The Hongkong Dispensary.  
Hongkong, 19th June, 1903.

## VICTORIA DISPENSARY.

## AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ... \$ 1.20 per Dozen.  
Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

VICTORIA DISPENSARY.  
Hongkong, 19th June, 1903.

## WATKINS, LIMITED.

## AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ... \$ 1.20 per Dozen.  
Syphons ... 18.00 do.

On the return to our Factory of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

WATKINS, LIMITED.  
Hongkong, 19th June, 1903.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that MAXIM GUN PRACTICE will be carried out on the slope of Beacon Hill, Kowloon, on MONDAY, the 6th instant, from 7 till 9 A.M.

By Command,  
Colonial Secretary's Office,  
Hongkong, 1st July, 1903.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Building.

FINE DELICIOUS AND JUICY  
CALIFORNIAN MUSK MELONS!  
AMERICAN WATER MELONS!  
AND  
HIGH CLASS VEGETABLES IN  
—SEASON,  
FRESH DAILY.

Can be obtained from  
CHING SHAN CHAN,  
No. 42, Central Market.  
Hongkong, 1st July, 1903.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 976.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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## THEY HAVE ARRIVED




57 Varieties **HEINZ** of good things for the table.

Do you know  
that HEINZ SWEET PICKLES are known  
throughout the world for their delicate aromatic  
flavor and distinctive virtues?

THE MUTUAL STORES,  
25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

[553e

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

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THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1330e

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!  
954c]

KRUSE & Co.,  
CONNAUGHT HOUSE.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

[1299e

CHINESE AMERICAN COMMERCIAL  
COMPANY.

司公美華

IMPORTERS, EXPORTERS AND  
MANUFACTURERS.

THE Company's OFFICES are established  
at Nos. 20 and 21, CONNAUGHT  
ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

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MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

[S now is a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a specialty.

Hongkong, 22nd September, 1898.

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## NOTICE.

ESTATE OF MIKHAIL FEDO-  
ROVICH PIATKOFF, De-  
ceased (late of Moscow).

ESTATE OF JACOB MATVEE-  
VICH MALCHANOFF, De-  
ceased (late of Moscow).

ANY PERSON or PERSONS having claim  
within the JURISDICTION of the  
SUPREME COURT OF HONGKONG  
against either of the above ESTATES must send  
in same duly Vouched to the Undersigned on  
or before the 30th day of August next after  
which date the ESTATES will be wound up and  
the accounts finally closed.

J. W. R. TAYLOR,  
Administrator.

Hongkong, 1st July, 1903.



## RUSSIA IN THE YANGTZE VALLEY.

How much Russia regards the claim that the Yangtze Valley is Great Britain's sphere of influence is shown by the fact that she is now endeavouring to obtain from the throne, through a Mr. Pollak, who is the Russian staking-horse, a concession to build railways from Hankow to Chêngtu, the capital of Szechuan, and from Hankow to Fochow. These railways will, of course, have to be duly guarded, and the result may be judged from the present condition of Manchuria, and of Shantung, which is completely Germanised throughout the line of the German railway. The *M. C. D. News* learns that the concession has been obtained of T. E. Chang Chih-tung, Yuan Shih-k'ai, and Shêng Kung-pao, and of the Waiwupu, to these proposed Russian railways, and the necessary imperial edict is now being sought.

## MR. CHAMBERLAIN'S HEALTH.

A writer in the *Daily Dispatch*, of 26th May, states—

In the midst of all the heated discussion that has been raised by Mr. Chamberlain's recent declarations little attention has been directed to the marked symptoms of impaired health which the Colonial Secretary has lately exhibited. On his return from South Africa his alteration of figure and haggardness of feature were generally attributed to the merely passing effects of the severe attack of gout from which he had suffered on the homeward voyage. It is now evident, however, that he remains in anything but his former robust health, and that physically he is not the same man that he was before he set out upon his famous mission.

On Friday afternoon of last week, when he entered the House to reply to Mr. Lloyd-George's spirited attack upon him in the debate on the Aged Pensions Bill, his worn appearance—accentuated now that he has quite lost the "tan" produced by the African sun—was particularly apparent, and the unwonted quiet and subdued manner of his reply to perhaps his most formidable assailant in the House of Commons, too, deepened the impression that he was far from well. It is characteristic of Mr. Chamberlain that he will never admit that he is ill except under the direct compulsion of circumstances.

Though an incessant smoker and notoriously disdainful of exercise, Mr. Chamberlain has hitherto enjoyed singularly good health, varied only by those occasions when "his old enemy the gout" has taken him in tow, but it is not surprising to learn that his present appearance is causing some amount of anxiety to his personal and political friends.

## CHINESE LABOUR.

In the Commons on 27th May Mr. Labouchere having asked the Secretary of State for the Colonies whether he is aware that the Rand Native Labour Association has sent persons to China to inquire into possibilities of procuring Chinese to work in the Transvaal mines under contract and whether the House will have an opportunity to express an opinion as to such importations being permitted before they are allowed by Lord Milner;

Mr. Chamberlain replied—I am aware of the fact stated in the first part of the question. There is of course nothing to prevent the House from discussing the question but in my opinion such discussion at the present time would be entirely premature.

## YANGTZE PILOT BOATS.

The reliability of a steam pilot boat at the mouth of the Yangtze was amply demonstrated during the recent bad weather, when on the morning of the 22nd ult. the lightkeepers on the temporary Tungsha light-ship enjoyed the novel sight of the steam pilot boat (*A. M. Blücher*), coming in from the Bell Buoy, with a procession of inward bound steamers behind her, she flying the signal "follow me." The steamers were the *Glenest*, *Ballaarat* and *Lisa*, none of whose pilots could possibly have boarded them under the system prevailing until recently. But owing to the pilots going in for steam, and also owing to the steady improvement of the pilot service generally under its present commonsense management, the requirements of modern shipping are being well met, and such a thing as ships coming to this port and not obtaining the prompt services of pilots, is being rendered more improbable daily. The sea at the Bell Buoy on the night of the 21st was very heavy, and had the pilots to depend on sailing craft as heretofore, they would have been practically helpless, in fact they were helpless so far as boarding vessels at the Bell Buoy was concerned; hence the utility of the steamer, as she was able to lead her procession into smooth water, where boarding was possible with safety, thus avoiding considerable delay to inward bound steamers. —*China Gazette*.

## HIS NAME WAS DEATH.

Few more cheerful men live than the bearer of this sinister name. Mr. Charles Death lives near the Buckminster stone mine at Leweston, Lincolnshire, England. How his life was saved from imminent peril is related by him in the *Granham Advertiser*.

"Three years ago I was attacked most severely with sciatica, and had it not been for Dr. Williams' pink pills for pale people I believe I should not now be alive. The pain extended from the hip to the foot, giving intense pain, and 'quite incapacitated me for work.' Mr. Death went on to say that he had medical treatment of the usual kind for six months. He also used outward applications, but without effect. At last in his extremity Dr. Williams' pink pills were tried, and he soon found that at last he had something which touched the seat of his pain, and gave him relief. Before finishing the first box he was considerably better. Before the third was

empty the pain had gone, and he was able to report himself as completely cured. The pills are not purgative, but, on the contrary, strengthening. The third box was finished by his wife, who was then suffering from severe headache, and who thought that what removed pain in one part of the body might also eradicate it in another. She was right: the pills gave her complete relief. Mr. Death is an active man of thirty-eight years of age, and has since what he regards as his wonderful recovery, had no recurrence of his trouble, and is as strong and vigorous as ever.

This straightforward and manly testimony was unhesitatingly given, with the full knowledge that it would be published to the world. So many people have found in Dr. Williams' pink pills for pale people a cure for rheumatism, sciatica, paralysis, the ailments that especially afflict ladies, anaemia, kidney disease, and skin eruptions, that the roll of those who bear cheerful testimony to the merits of the genuine pills, and who never fail to warn the public against substitutes, grows daily longer.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. DIRECTOR OF PUBLIC WORKS, to Sell by PUBLIC AUCTION,

TUESDAY, the 7th July, 1903,

on the JUNK moored off the Government Store, Wanchai,

A CABLE OF E TYPE.

It has a COPPER WIRE CORE of 7 STRANDS which is surrounded with strong IRON ARMOUR making a WIRE ROPE about 1 1/2 in. diameter. Length a little over 1 mile. Weight about 7 tons.

The Junk containing the Cable will be moored off the Government Store, Wanchai, on MONDAY next, 6th instant, on which date it may be inspected by intending purchasers. Orders for inspection will be issued by the undersigned.

TERMS—As usual.

HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 1st July, 1903. [782e]

## Intimations.

## NOTICE TO CREDITORS.

IN THE SUPREME COURT OF HONGKONG.

PROBATE DIVISION

IN THE GOODS OF WILLIAM PITCAIRN GALTON, deceased.

TAKE NOTICE that the time for Creditors to send in their Claims against the above Estate has been limited to the 20th July, 1903. By Order dated the 20th July, 1903. All Creditors are required to send in their Claim on or before the above date to DEACON & HASTINGS, 10, Queen's Road Central, Hongkong, Solicitors for the Administrator.

## THE ROBINSON PIANO Co., Ltd.

## PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as ordered, must be sold to make room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property)	Upright	Cons. Selling
SCHIEDMEYER	Upright	\$350
Grand		\$650
HOPKINSON	Upright	400
RUSSELL, Transposing		350
ROBINSON PIANO CO., LD.,		
Transposing		760
RUSSELL, Transposing		500
APOLLO (Secondhand) Horizontal		775
Grand		900
SPAETHIE, Upright Grand		475
CHAPPELL, Secondhand		575
KRELL, (Secondhand), Concert		225
Upright Grand		800
NEEDHAM, (Secondhand),		450
Upright Grand		800
ROBINSON PIANO CO., LD.,		
Cottage		475
ROBINSON PIANO CO., LD.,		
Cottage		400
BROADWOOD		475
ROBINSON PIANO CO., LD.		500
Do.		450
Do.		300
BORD, Pianette, (Owner's property)		285
ORCHESTRION		900
SCHIEDMEYER, (Secondhand)		250
ROSENKRANZ		450
WERNER, Upright Grand (owner's property)		450
RACHALS, (Secondhand)		750

## MUSIC CLEARANCE SALE.

Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for 5s. Song Folios containing over 100 songs by well known composers. Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores, Collections of Songs by Glover, Gatty, Roedel, etc., Musical Sketch Books, Pianoforte Recreations.

## DANCE ALBUMS, SONG FOLIOS, &amp;c.

Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates. Clearance sale to 30th September only, to make room for new Stocks coming to hand. Hongkong, 1st July, 1903. [151e]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 25, Connaught Road Central,  
Hongkong, 9th February, 1903.

## Intimations.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th June to the 11th July, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON, & CO., Agents.

Hongkong, 22nd June, 1903. [729e]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, 1903, at 11 in the FORENOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on 27th JUNE, 1903, will be submitted for Confirmation as SPECIAL RESOLUTIONS:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$200,000 (divided into 20,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$500 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof."

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;"

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;"

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

SHEWAN, TOMES & CO., General Managers. Hongkong, 27th June, 1903. [763e]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th July, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 29th June, 1903. [65]

## Consignees.

S.S. "POLYNESIE".

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Memphis*, and from Bordeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, of the 29th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th July, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 6th July, or they will not be recognised. All damaged packages will be examined on MONDAY, the 6th July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 29th June, 1903. [1004c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent. Hongkong, 1st July, 1903. [1]

HAMBURG-AMERIKA LINIE.

S.S. "AFABIA" FROM NEW YORK.

THE Cargo ex above steamer having arrived here TO-DAY by the O.S.S. Co.'s Steamship

"TYDEUS" from Singapore, Consignees are hereby requested to send in their Bills of Lading for countersignature by the Undersigned.

The Cargo will be landed into the Godowns of the O.S.S. Co. at Wanchai, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 29th June, 1903. [771e]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 2nd July, 1903. [4]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Britannia*. From Calcutta, ex S.S. *Somali*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 2nd July, 1903. [14]

## NOTIFICATION.

CHINESE INDEMNITY OF 1901.

AN INSTALMENT of 20 per Cent. of the Certificate amount is hereby declared payable on Coupon "C" of Certificates issued in payment of British private Claims under the Provisions of the Notification of the 13th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at all Banks and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate. Shanghai, 1st July, 1903. [795e]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 11th July, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO-HAMA	SATURDAY, 11th July, at Noon.
W. Scott Hunter.....	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 14th July, at Noon.
KAGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 14th July, at 4 P.M.
Geo. Anderson.....	KOBE and YOKOHAMA	FRIDAY, 17th July, at Daylight.
AWA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 17th July, at 4 P.M.
N. Trent.....	KOBE	WEDNESDAY, 22nd July, at Noon.
YAWATA MARU.....		
A. E. Moses.....		
KAGOSHIMA MARU.....		
K. Kori.....		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,  
Acting Manager.

Hongkong, 30th June, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MASSILIA"

Captain G. W. Cockman, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-MORROW, the 4th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 3rd July, 1903. [4]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Tacoma ..... 2,812 A. Dixon ..... July 7

Victoria ..... 3,502 J. Panton ..... Aug. 1

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODD, & CO., LIMITED, General Agents. Hongkong, 26th June, 1903. [1874d]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.







## SANITARY BOARD MEETING.

The following are items unavoidably withheld from our issue last evening.

## DISINFECTION OF INFECTED PREMISES.

The following report was laid on the table:—Report of the Select Committee, consisting of the President, the Acting Medical Officer of Health, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. H. E. Pollock, K.C., appointed to consider the questions raised by Mr. Pollock's motion of the 4th June, 1903, and the replies of the Acting Medical Officer of Health thereto.

The Committee decided to submit the following suggestions to the Board at its next meeting:—

1. That the floor occupied by a plague-infected person be cleansed and disinfected by the officers of the Board, but that the remainder of the house, (provided that the ceilings, stair-linings, and other structures which may harbour rats have been already removed), be allowed to be cleansed by the inmates under the direction of the Board's officers. In cases, however, where such officers find it necessary to remove ceiling, etc., such officers shall provide for the cleansing which is thereby made necessary.

2. That the time-washing of an infected house in consequence of a case of plague occurring in it be discontinued; but that the regulations as to the half-yearly time-washing continue in force as at present in accordance with section 5 of the bye laws relating to domestic cleanliness and ventilation.

3. That the inmates of an infected floor be permitted to wear clean clothing obtained from another floor of the same house or from another house which is not infected, such clean clothing to be worn in place of that provided by the Government.

4. That only the inmates of an infected floor be detained by the Police. The question was raised as to whether District Watchmen might be detailed instead of Police for this duty.

5. It was suggested by the unofficial members of the Committee that when a case of plague is reported voluntarily, the detention of the inmates of the infected floor might be dispensed with.

6. That the number of Observation Blocks be increased so as to provide for the storage of furniture and effects as well as for housing temporarily the persons from the infected floor.

(Sd.) J. M. ATKINSON, President.  
FUNG WA CHUN,  
H. E. POLLOCK,  
LAU CHU PAK,  
W. W. PEASE.

To the Secretary.

Hongkong, 27th June, 1903.

[PETITION.]

Hongkong, 23rd June, 1903.

To the Members of the

Sanitary Board, Hongkong.

Sir,—We respectfully beg to lay before you the grievance of our Chinese community in the hope that you will kindly place it before the proper authority and have it relieved as soon as possible, that we, the Chinese citizens, may be able to live quietly and comfortably in this Colony to pursue their various vocations and that we may cheerfully co-operate in carrying out any sanitary measures to mutual satisfaction.

Those who have hitherto given close attention to the result and benefits of the sanitary laws, would probably all admit that the more drastic they are made, the more the Chinese inhabitants are horrified and consequently they would even risk their lives to evade them and thereby defeat the detection of all the infected rooms too many to be enumerated.

Whenever a case of plague or even sometimes a natural death occurs in any of their houses, the inmates of the whole house in question would be thrown into a state of alarm, much greater than a case of murder would cause.

We are therefore of humble opinion that a partial reform of the sanitary measures would not suffice, unless cheerful co-operation of the Chinese citizens be secured, to acquire which the sanitary authority should look upon them as co-operators instead of as opponents and give careful consideration to their suggestions which should be accepted unless they are immediately dangerous to public health. It would also be better to grant as much concession as possible where there is no actual danger, in order to be able to cleanse and disinfect all the actually infected rooms, than to adopt the drastic measures and let them evade the laws thereby leaving many infected rooms undetected.

We are inclined to believe that every one is anxious to have his house cleansed and disinfected if it is carried out in such a way as it will inflict on them as little hardship as possible, and that no measures would be successful unless they are carried out in a manner that will induce them to come forward cheerfully and volunteer to have their houses cleansed and disinfected even when no plague case actually occurs in their houses.

We beg to submit the following suggestions:—

(1) All the clothes and beddings in actual use by the infected person to be destroyed and compensated for.

(2) All the clothes which are lying about uncovered and belonging to the infected person to be removed to the disinfecting station.

(3) All the clothes and beddings belonging to the inmates of the same floor which are lying about uncovered to be disinfected.

(4) All the clothes and beddings contained in boxes or wardrobes on the same floor should not be interfered with.

(5) All the inmates of the same floor should not be compelled to wear the Government clothes but be allowed to wear their own clothes taken out from their boxes or wardrobes.

(6) Only the floor where the plague case occurs should be cleansed and disinfected, but the cleansing and disinfection should be carried out in the presence of the occupiers; all the

remaining floors should not be disturbed but the occupants thereof should be given every facility. If they should so desire, to cleanse and disinfect their rooms themselves.

(7) When a case is reported, the person whether alive or dead, should be examined at once by a medical man and should not be removed unless it is sure that he or she is suffering from plague.

(8) When a case is reported no constable should be posted at the door of the house because, if these suggestions be adopted, we are sure that no one will try to evade the law.

(9) All infected persons whether alive or dead should be allowed to leave the Colony, the Tung Wa Hospital to provide conveying expenses for the poor.

(10) Only three or four copies of the cleansing gang to be admitted into the floor where disinfection is to be carried out; but if the inmates should have a greater number, let them have it.

(11) The infected persons should be allowed to remain in their own houses for treatment under such precautions as the Medical Officer of Health thinks fit.

(12) Separate apartments to be provided for every poor infected person in the hospital free of charge.

(13) Sufficient number of first and second class separate apartments should be provided for the better class at reasonable charges.

(14) The relatives to be allowed to see the infected persons in the hospital at any time under such precaution as the Medical Officer of Health thinks fit.

And we are sure that if the above suggestions be adopted, the dumping practice will be rapidly minimized and that as soon as the modified measures are made known to every member of our Chinese community, it will certainly cease entirely.—We are, etc.

(Sd.) LUM CHING,  
and Chopped with the "chops" of seventeen different Chinese hongs.

The President:—You will observe in this report that the first suggestion is that a floor occupied by a plague-infected person be cleansed and disinfected by the officers of the Board and that the remainder of the house, provided that the ceilings, stair-linings and other similar structures which might harbour rats be removed, might be allowed to be cleansed by the inmates under the direction of the officers of the Board. The reason for this is that the ceilings, stair-linings and similar structures undoubtedly harbour rats, and their removal would prevent the formation of rat-runs in the houses. If the Chinese thoroughly understood this it would be to their advantage to remove those ceilings and stair-linings and such structures, for if they did—provided the Government approved of this suggestion—the rest of the house, with the exception of the floor on which the plague patient is, would not be cleansed by the Board's officers but might be cleansed by the inmates. I draw attention to this fact to show clearly to the Chinese that it would be to their advantage to remove these ceilings, stair-linings and other structures in houses all over the Colony.

Colonel Webb proposed that the recommendations of the Committee be adopted and that a copy be circulated for the information of members.

Captain Lyons seconded.

Carried.

Mr. Rumjahn:—I am of opinion that the recommendations of the sub-committee do not give a sufficient inducement to the Chinese to cease from dumping bodies. What they most strongly object to is the cleaning by the Board's coolies. Why should not the tenants be allowed to cleanse their own floors and flats under the supervision of the Board's officers? If the Board's coolies can do the work effectively, why should the tenants or their servants not do the same or better? There is another most serious objection and that is the police detention of the inmates of the floor on which a case occurs. I do not see any benefit deriving from such a step. The incubation period of plague ranges from a few hours to about 16 days.

The President:—The usual incubation period is from two to seven days.

Mr. Rumjahn:—In the report and treatise on plague Dr. Thomson, the special plague officer under the Bombay Government, says it is 16 days.

The President:—Sixteen days is quite exceptional.

Mr. Rumjahn:—Many cases have been found to be over 16 days. Here we have a regular system of segregation of contacts. If these unfortunate people are confined compulsorily in an insanitary floor, with a plague patient or a plague corpse for over 24 hours I think it is a disgrace to the Colony and a very great discredit to the Board. Instead of having three large blocks of observation houses situated far apart from each other, we should have four or five houses in each health district into which contacts could go until their premises and chattels have been disinfected. Another point is that we should allow plague corpses to be confined properly in the houses in which the deaths occur under the supervision of the Board, and to be buried either locally or in the native place of the deceased by their friends. If my suggestions are adopted, I dare say the dumping of cases of plague will be a thing of the past or at least will be greatly minimized and a saving of thousands upon thousands of dollars will be effected annually. Why should we continue to enforce measures opposed by the populace, detrimental to our welfare and prosperity, and proved to be fruitless by all our past experience?

The motion was carried, Mr. Rumjahn dissenting.

HEALTH REPORTS.

In moving his first motion regarding the President's report on the Health and Sanitary Condition of the Colony of Hongkong for the

year 1902, Mr. Pollock said, his reason for doing so was that the report contained some valuable information upon the plague statistics and upon the health of the Colony generally.

Mr. Hewett seconded.

Carried.

Mr. Pollock then moved the second resolution standing in his name, observing that his reasons for the motion were the same as those for making the last proposition.

Mr. Fung Wa Chun seconded.

Carried.

THE BUILDINGS ORDINANCE.

Mr. Pollock then moved:—"That the memorandum of the Acting Medical Officer of Health on the construction of certain provisions of the Public Health and Buildings Ordinance, 1903, which was read at the recent meeting of property-owners, be handed to the Press for publication."

He said:—I understand, sir, that an intimation has been only this day received from the Government to the effect that they do not propose as a Government matter to have this report of the Acting M.O.H. printed by the Government. I think, sir, that everybody at this table must agree with me that such a valuable memorandum should not be lost, but that it should become public property; and as the Government have declined to have the document printed as an act of Government, the only feasible way I see of making it known to the public is through the columns of the Press.

Mr. Hewett seconded.

Agreed.

The President:—The letter received to-day from the Colonial Secretary in reply to the letter of 24th ult. is as follows:—"In reply to your letter of 24th ult., I am directed to acquaint you for the information of the Sanitary Board that the Government declines to publish Dr. Pearce's memorandum which involves assumptions as to the effect of the law that may or may not be correct, and which can only be decided by a case decided in the law courts."

This decision can readily be obtained in the usual manner. I am to add that the memorandum referred to has already been before the Board for further consideration if so desired." As I stated at the meeting on the 21st May last the Press was at liberty to print the report. It was laid on the table, but, I understand as a confidential meeting was held afterwards they did not take it that they could take the report away. As they had asked for Dr. Pearce's report it will be given to the Press to print it.

DR. PEARCE'S MEMORANDUM.

The following is the memorandum:—"In order to get some idea as to the effect the new law regulating overcrowding will have, I have had a floor in Aberdeen Street (No. 5 District) measured, viz., the first floor of No. 26, Aberdeen Street. The area of this floor is 730 sq. ft. and its cubic contents 9,127 cubic feet. Its height is therefore about 12½ feet. At this present time there are in this floor only two windows opening into the external air, namely, the two looking from the front of the floor into the street. Each of these windows has a glazed area of only 10½ sq. ft. To keep within the terms of the new law therefore anyone desirous of subdividing this floor could apparently do so by building a cubicle or room around each of these two windows. Each cubicle could only be of 105 sq. ft. and would hold therefore 3 persons. The total number of persons then allowed to inhabit the floor would be six, as the remainder of the floor having no window into the external air would not be habitable. If it be decided under the proviso to Section 154 that the yard to this house count as external air, then it will be apparently permissible to build another cubicle of 120 sq. ft. around this window which will also hold 3 persons, bringing the total number of lawful occupants of the floor up to 9 persons. A glance at the plan of this house will show that the rent, \$24 per annum, is made up by the small payments of several independent families. If the cubicles are done away with, and only three rooms as mentioned above are allowed on this floor, the rent of the whole floor will still have to be paid, but the burden will be divided between 9 people instead of the 14 people who could occupy the floor under the old Ordinance. It will further be noticed that these cubicles are in reality family houses and their size and price per month are determined by the earnings of the husband or chief wage-earner of the family. If, as is not unreasonable, we allow in the nine persons who could occupy this floor under the scheme shown above three husbands, three wives and six small (under 10) children, we shall see that the burden of payment will rest on a small number of individuals. Now if the owner of this house increases the glazed area of the front windows to the full extent, viz., 28½ sq. ft., we see that then much larger cubicles could be built, namely, two of 285 sq. ft., each of which would accommodate 8 people or one large cubicle of 570 sq. ft., which would accommodate 17 people. We should then have practically the whole floor subdivided into a large front cubicle for 17 persons, a small cubicle in rear with window into the yard for three persons and a 'windowless' remainder which would do for a lobby or landing at the top of the stairs and which could not be legally inhabited. If this lobby be allowed by amending the definition of room, which I refer to later on, this arrangement would however enable the floor to be occupied legally by 20 persons. As the cubic contents of the floor is 9,127 cubic ft., under the old law 22 persons could occupy it, and thus we see that provided the yard be counted as external air there would only be a displacement of two persons through the enforcing of the new law, provided that the landlord increased the glazed area of the front windows to the maximum extent possible. This conclusion is quite in accordance with the remarks of Dr. Clark in his minute of 27/2/03, C.S.O. 1473/1903, but there still remains an important point to be considered, which has apparently been overlooked. Given one large and legal subdivision in the front of the floor, who is to occupy it? It

will hold 17 men or adults. A glance at the plan of this floor will show that no one wants and no one can pay for a cubicle or room big enough to hold 7 men nor even 8 (in case we have 2 half-sized cubicles instead of one large one). Three or four people at most live in one of the present cubicles in this floor, and it is quite obvious that privacy is necessary for each small family. With our large cubicles therefore we are as far off as ever from providing suitable accommodation for the poor man's family. It remains to be seen what will happen when the new law is put in force. Will the poor man sacrifice privacy, and will 3 to 5 families live in one common room with no subdivisions for decency's sake, or will one man be satisfied to pay a comparatively large rent for more room than he wants, while those displaced seek to do the same thing in other parts of the City? There is yet another point to be considered in reference to the erecting of cubicles as suggested by Dr. Clark in his minute of 27/2/03 in C. S. O. 1473/1903 referred to above. It is there stated that a large cubicle could be built around the window looking from a room into the yard at the rear. Now some houses have such a window where the yard is situated between the main room and the kitchen, and also in cases where half the original kitchen has been cut away to form a yard. Other houses have a line or open space in rear, but the kitchen comes between the living room and the open space in rear. Obviously in such houses as these no cubicle could be erected at the rear end of the living room, and if the window area into the street in front is one-tenth of the floor area and a cubicle were built to enclose this window area the remainder of the room would be windowless and therefore not only uninhabitable but quite illegal, as section 154 of Ordinance No. 1 of 1903 says that no room can be erected or maintained in any storey of a domestic building unless such room have a window equal to one-tenth the floor-area opening into the external air. Again a room is defined by definition 51 as any subdivision of any storey of a domestic building other than a drying-room, store-room or pantry. If this definition were amended so as to except also any passage, lobby or landing the difficulty mentioned above would be got over. But if this amendment be not made it is obvious that no partition whatever can be erected in any floor unless the subdivisions which are created by such a partition are each lit by a window or windows to the extent of one-tenth of the floor area of such subdivision. If we take as an example again the first floor of 26, Aberdeen Street and allow the yard to be counted as external air under proviso to Section 154, and then have a partition built about the rear window we see that we at once divide the floor into two parts—a small room at the rear with a window one-tenth of its floor area opening into the external air (yard) and a larger remainder with windows opening into the street not equal to one-tenth the remaining floor area. Such larger remainder is therefore illegal. In other words no partition can be built on this floor which would result in having two legally habitable subdivisions. If the amendment I suggest above to the definition of a room be made we could then divide this floor into four legal subdivisions, namely, two cubicles or rooms in front, each with an area of 285 sq. ft. and with ample window area, one cubicle or room in rear with window area into the yard (if accepted as external air) and a windowless lobby or passage which would be uninhabitable. In houses which have no window from the living-room into their open space in the rear and in those houses which have yards too small to be recommended for exemption under the proviso to Section 154, if the windows looking from the main room into the front street were equal in area to one-tenth the floor area of the room we could build a partition around the front window, or two partitions forming two rooms if there were two windows in front, leaving a small windowless lobby not to be inhabited. The smaller the subdivisions supplied with sufficient window area the larger would be the windowless remainder, and consequently proportionately higher would be the rent to be paid for the habitable portion of the floor. If the windowless remainder be reduced to a minimum the larger will the habitable division become until it will become so large as to command a rent not within the means of the poor man's family, and as it cannot be subdivided it will only be fit to be used as a common lodging-house is used, that is by a number of men who are content to live together in a large room without any subdivisions for privacy. I attach returns from the inspector showing the number of vacant floors they have found in their districts. The figures show that these floors can approximately house 25,000 persons. This number is apt to be misleading for as my above remarks in reference to the cubicle question show, we are not concerned so much with the question of finding house-room for those who are content to live in common lodging-houses, but with the very difficult problem of being able to provide for the wants of the families of the poorer classes and of those who wish to live with a certain amount of privacy for decency's sake.

MOSQUITOES.

Regarding the minute of the Acting M. O. H. in connection with Macdonnell Road and malaria, the President said:—It will be in the recollection of some of the members that the question of the prevalence of malarial fever in Macdonnell Road was brought before the Board in November last, and it was then decided that the best plan to deal with those stagnant pools would be to treat them as nuisances. One of the nuisances as defined in the Ordinance is as follows:—"Any accumulation, or deposit of stagnant water, sullage-water, manure, house refuse, or other matter, wherever situated, which is unhealthy." Undoubtedly stagnant pools containing anopheles larvae are unhealthy, and it appears to me that the most feasible plan would be to draw the attention of the public generally, by advertisement or notification in the papers, to the effect that these stagnant pools standing in premises are a source of danger to the people living in the premises, and to warn them that if they are not dealt with it will be necessary for the sanitary inspectors to take the matter in hand and treat them as ordinary nuisances.

Mr. Pollock:—I suggest that notices be inserted in the Chinese newspapers.

The President:—I move that notices be inserted in European and Chinese papers.

Mr. Pollock seconded.

Agreed.

CUBICLES.

The President:—Before we proceed to the orders of the day, I wish to take this opportunity of informing the Board as to what has been done with reference to enforcing the provisions of the new Building Bill with regard to cubicles, first block in No. 5 Health District. A survey of No. 5, Health District is being taken and the result as shown in the first block of houses dealt with is as follows:—Number of houses 47; floors, 147; illegal cubicles, 212. Under the old Ordinance 2,234 occupants would have been allowed; under the new Ordinance the number would be reduced so that 833 people would be displaced in these 47 houses. Notices that the cubicles were illegal were served on 30th inst., and they will be visited again on 14th inst.; if it is found that the cubicles have not been removed further action will then be taken under the Ordinance. A night visit was paid yesterday to 20 of the houses and out of 55 floors six were found to be overcrowded, that gives a percentage of 10.9. At this time of year the Chinese do not sleep to a great extent indoors; many sleep on the roof or in the streets; therefore the percentage was not quite accurate. If a visit was paid in the winter months I think you would find the overcrowding much more.

Mr. Fung Wa Chun:—May I ask on whom the notices were served?

The President:—On the owners.

Mr. Fung Wa Chun:—Is that the law?

The President:—Yes.

Mr. Fung Wa Chun:—I think we ought to serve them on the tenants who put up the cubicles. The landlord is not expected to go into a tenant's house; besides he is not at liberty to do so. If tenants choose to put up illegal cubicles there is no means for the landlord to find out.

The President pointed out that the Ordinance provided that the notices should be served on the owners.

Mr. Rumjahn said the landlord had no power over the tenants. His experience was that the tenants strongly objected to the removal of the cubicles by the landlords and the latter could not do anything. The most expeditious way would be to send the Board's officers to remove them.

The President:—The procedure to be taken is laid down in the Ordinance.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Closing quotations:—

Banks	...	\$58½	L'don	£63½
National Banks	...	28 b.		
China Traders	...	61 b.		
Indo-Chinas	...	104 s.		
China and Manilla	...	25 s.		
Shell Transports	...	£13.6 b.		
China Sugars	...	\$104 s.		
Punjoms	...	275 s.		
Raubus	...	875 s.		
Docks	...	162½ s.		
Hongkong Lands	...	162½ s.		
Hongkong Hotels	...	154 s.		
Humphreys Estates	...	\$12.15 s.		
Hongkong Cottons	...	\$14		
Green Islands	...	24½ b.		
China Borneo	...	101 s.		
Ropes	...	115		
Watkins	...	7 s.		

PUNJOM MINING COMPANY, LTD.

JUNE CRUSHING.

The Secretary of the above Company informs us that the crushing for June, 1903, is as follows:—

108 tons of Swah ore for a yield of 45 ounces of smelted gold, equivalent of 8 dwts. 8 grs. per ton.  
870 tons of Kalampong ore yielding 51 ounces of smelted gold, equivalent of 1 dw. 4 grs. per ton.  
978 tons in all, for a yield of 96 ounces of smelted gold. Valued at \$3,000.  
A letter from the Manager, received on the 23rd June, states:—"Had it not been for the heavy rains this month, we would have been able to get a larger crushing (from Swah) than last month."

RAUBS.

The Singapore Secretary of the Raub Australian Gold Mining Co. has issued the following returns for the four weeks ending June 29. Stone crushed, 2,550 tons; smelted gold obtained 645 oz; average 5 dwts 1½ grains per ton.

In his annual report on the Federated Malay States the Resident General says:—

Pahang exported 23,948 ounces of gold in 1901, and 19,554 ounces in the year under review. The principal gold operators continue to be the Raub Australian Gold Mining Company. This company secured the services as manager of Mr. Wamford Lock, and a complete reorganisation of its operations has been effected with the object of systematically exploiting the property on business-like and economical lines. No special result can yet be recorded except the very encouraging fact that payable ore has been found at the 340-ft. level. It is now proposed to finally test the deep levels by sinking to 1,500 ft., and as this will be a costly undertaking and may be regarded in the light of an experiment to test the value of gold mining in Pahang, it is probable that the Government will be willing to share some portion of the requisite expenditure. I regret to report that some of the Raub subsidiary companies have closed down. The Selensing Company has been reconstituted and is about to re-open work. Alluvial gold in this State is attracting the attention of some European capitalists, and very encouraging prospecting work has been carried out.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	...	1/8 1/16
" Bank Bills, on demand	...	8½
" Credits, 4 months' sight	...	1/8 7/16
" Debits, 4 months' sight	...	1/8 9/16
ON BERLIN, (demand)	...	11 1/2
ON PARIS, Bank Bills, on demand	...	2 1/4
" Credits, 4 months' sight	...	2 1/4
ON NEW YORK, Bank Bills, on demand	...	40½
" Credits, 30 days' sight	...	41½
ON BOMBAY, Telegraphic Transfer	...	125½
" On demand	...	125½
ON SHANGHAI, Telegraphic Transfer	...	71½
" Private 30 days' sight	...	non.
ON YOKOHAMA, T.T.	...	71½
Sovereigns, Bank's Buying Rate	...	\$12 1/2
Gold Leaf 100 touch, per taal	...	612 1/2
Rur Silver	...	24½

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW	...	970/1,000
" LAST YEAR	...	1,020/1,060
" OLDEST	...	1,080/1,130
PATNA NEW	...	1,075
" OLD	...	1,080
BENARES NEW	...	1,072½
" OLD	...	1,080
PERSIAN (PAPER)	...	700/800

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

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## Co-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 4th instant, commencing at 3 P.M.

RANGES.—200, 300, and 600 yards. Seven Shots and a Sighter at each Range. Weather permitting.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 3rd July, 1903. [45]

KWONG WAN STEAMBOAT COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"PAK KONG."

Captain W. Moore Mason.

Departures from HONGKONG to MACAO, Daily, at 7 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, about 2 P.M. SUNDAY including.

Special Trip every Sunday leaving Hongkong at 8 A.M. Macao 5.30 P.M.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:—

1st Class, (Single) .....\$1.00

2nd " ..... .50

3rd " ..... .25

Meals on Board ..... 1.00



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"PELUS"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "DARDANUS" left Singapore 1st inst. and is due here 5th inst. p.m.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
*LIVERPOOL	"DARDANUS"	On 18th August.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 20th August.
MARSEILLES, LONDON & ABERDEEN	"MOYUNE"	On 1st September.
S.S. "ALCINOUS" left Shanghai 2nd inst. a.m. for Foochow and this.		

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd July, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"NANSHANG"	4th July.
MANILA	"CHINGTU"	4th "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE	"CHINGTU"	4th "
SHANGHAI and CHINKIANG	"SHANSI"	6th "
SWATOW, CHEFOO, NEWCHWANG and TIENTSIN	"NANSHANG"	6th "
KOBE	"TAIYUAN"	7th "
SAMARANG and SOERABAYA	"SHANTUNG"	15th "
MANILA	"SUNGKIANG"	15th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Kates for all New Zealand and other Australian Ports.

N.B.—RED 'C' &amp; D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd July, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 4th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 11th July, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 27th June, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA.FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 5th July.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	TUESDAY, 7th July.
FOR FOCHOW*	"ANPING MARU"	J. Goto	FRIDAY, 10th July.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th July.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 1st July, 1903.

T. ARIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation

throughout by Electricity. Ship lighted

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

FOR KOBE, NAGASAKI AND

VLADIVOSTOCK.

Calling at GENSAN.

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the

above Ports on MONDAY, the 6th July,

at Noon.

This Steamer has Superior Accommodation

for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 23rd June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above

on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 5th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENGARRY,"

Captain Willy, will be despatched as above

on TUESDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 25th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 7th July, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

SATURDAY, 11th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

Hongkong, 2nd July, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MACDUFF" About 15th July.

"SAINT BEDE" 25th July.

"ORO" To follow.

"MOGUL" To follow.

"SATSUMA" To follow.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED.

Hongkong, 2nd July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COL-

OMBO, BOMBAY, KARACHI, ADEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the

BEZILS, to SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT,

VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mecozzi, will be despatched as above

on TUESDAY, the 1st July.

For Information as to Passage and Freight

apply to

SANDER, WIELER &amp; Co.,

Agents.

Hongkong, 30th June, 1903.

THE AMERICAN ASIATIC STEAM-

SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA"

Captain H. N. Spiesen, on or about SATUR-

DAY, the 25th July.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, 29th June, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao

at 7.30 A.M., from Macao to Hongkong

at 2 P.M. SUNDAY included.

1st Class fare (including cabin and servant),

\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central

Market; at Macao, C. M. S. N. Company's

Wharf.

For Freight, &amp;c., apply to—

SAM WANG &amp; CO., LD.,

81, Queen's Road Central.

Hongkong, 22nd June, 1903.

## EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI"

will leave her wharf, opposite Central Market,

EVERY SUNDAY (during the Summer

Months) at 8.30 A.M. returning at 8 P.M. or

later.

FARE.—Return Ticket including Tiffin and

Dinner (either on Board or at Macao Hotel) \$5.

A Matched for Sea Bathing is provided and

Bathing Clothes, &amp;c., provided at a reasonable

rate.

SAM WANG &amp; CO., LD.

Hongkong, 30th June, 1903.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain M. Courtney, will be despatched as

above on TUESDAY, the 7th July, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 30th June, 1903.

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENS-

LAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN,"

Captain W. G. MacArthur, will be despatched

for the above Ports, on WEDNESDAY, the

29th instant, at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 2nd July, 1903.

## Intimations.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superioress will also be most grateful for

any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 22nd April, 1893.

SANTAL MIDY

Relieves the scal-

ding pain at once



## Shipping.

Arrivals.	From	Agents	Due
Banco, Br. s.s., 3,793, Purgusson, 2nd July, London 5th May, and Singapore 27th June, Gen.—P. & O. S. N. Co.			
Hunan, Br. s.s., 1,143, Frazer, 2nd July, Tientsin 21st June, and Chefoo 26th, Gen.—B. & S.			
Benlomond, Br. s.s., 1,752, Hutton, 2nd July, Foochow 30th June, Gen.—G. L. & Co.			
Tientsin, Br. s.s., 1,227, Gibbs, 2nd July, Wuhu 27th June, Gen.—B. & S.			
Maidzuru Maru, Jap. s.s., 667, Saitow, 2nd July, Anping via Amoy and Swatow 1st July, Gen.—O. S. K.			
Massilia, Br. s.s., 2,744, Cockman, R.N.R., 3rd July, Shanghai 30th June, Mails and Gen.—P. & O. S. N. Co.			
Takung, Br. s.s., 977, Baker, 3rd July, Canton 1st July, Gen.—J. M. & Co.			
Mercedes, Br. s.s., 3,000, McGregor, 3rd July, Wei-hai-wei 27th June, Ballast—Order.			
Kiukiang, Br. s.s., 1,228, Miller, 3rd July, Shanghai 28th June, Gen.—B. & S.			
Nashora, Br. s.s., 2,003, Daniel, 3rd July, Singapore 27th June, Rice, &c.—Order.			
Tyr, Nor. s.s., 1,418, Danielsen, 3rd July, Hongkong 30th June, Coal—E. A. T. Co.			
Tsurugisan Maru, Jap. s.s., 1,129, Narasaki, 3rd July, Kuchinotzu 27th June, Coal—M. B. K.			
Marita, Fr. s.s., 1,821, Paul, 3rd July, Antwerp 10th Apr., and Haiphong 30th June, Railway Iron.—L. W. & Co.			

Clearances at the Harbour Office.

Le Rhone, for Canton.

Bankoku Maru, for Kobe.

Kiukiang, for Canton.

Antonio MacLeod, for Saigon.

Pak Kong, for Macao.

Rubi, for Manila.

Yuenung, for Manila.

Progress, for Tournon.

Kingsing, for Shanghai.

Wongkok, for Swatow.

Benlomond, for Kuchinotzu.

Tyr, for Canton.

## Departures.

July 3.

Coronand J., for Shanghai.

Idzumi Maru, for Singapore.

Clara Jelen, for Haiphong.

Ayr, for Kuchinotzu.

Wuchung, for Haiphong.

Progress, for Tournon.

Yuenung, for Manila.

Kingsing, for Shanghai.

Tai-chung, for Haiphong.

Haikar, for Pakhoi.

Woonung, for Shanghai.

Bankoku Maru, for Kobe.

Chiyo Maru, for Canton.

Tientsin, for Canton.

Hunan, for Canton.

## Passengers arrived.

Per Kiukiang, from Shanghai—Messrs. Bailey, Gibbons, and 20 Chinese.

Per Massilia, from Shanghai for Hongkong—Messrs. Dixon, Mr. G. Marley, Messrs. Olivier, Gilbert, Bastien and 1 assistant, A. L. Langley, and 1 Chinese. For Singapore—Messrs. Head Jones, E. C. C. Wilton, C. D. Curtis, and Mr. and Mrs. Roberts and servant. For Calcutta—Mr. and Mrs. Ingles and 2 servants. For Bombay—Capt. Kaye. For For London—Messrs. L. S. Hudson, J. M. Dowell, Lieut. E. L. Raymond, and Mr. and Mrs. W. O. Lloyd.

Per Tsurugisan Maru, from Kuchinotzu—Mr. and Mrs. Aiken.

## Passengers to depart.

Per Massilia, from Shanghai for London—Messrs. L. S. Hudson, J. M. Dowell, Lieut. E. L. Raymond, R.N.R., and Mr. and Mrs. Lloyd. For Bombay—Capt. Kaye. For Singapore—Messrs. G. Head Jones, E. C. C. Wilton, Dr. C. W. Curtis, Mr. Hsieh, Mr. and Mrs. Roberts and servant. For Calcutta—Mr. and Mrs. Ingles and 2 Chinese servants. From Hongkong for London—Messrs. Ivor S. Parley and J. Blake. For Singapore—Mr. Eugene Rad-dat, Mrs. E. Elias, Mr. Garih, Mrs. Mark Lai She and servant, Mr. Poles, Mr. J. W. Moss, Mr. Chua Ben Chan, Mr. Bond and servant, Mr. Goldspink, and Mrs. Alcott.

## Shipping Reports.

Str. Mercedes from Weihaiwei:—Strong winds and dirty, rainy weather.

Str. Benlomond from Foochow:—Light S.W. monsoon, and frequent heavy showers.

Str. Kiukiang from Shanghai:—Strong S.W. monsoon, high sea, and much rain during passage.

Str. Hunan from Tientsin:—Fine weather through Yellow Sea, moderate S.W. gales Formosa Straits, thence to port fresh to moderate wind and squally.

Str. Tientsin from Wuhu:—Strong S.W. winds, with rough sea to Ocksen, moderate S.W. winds, thence to port overcast rainy weather throughout voyage.

## Steamers Expected.

Vessels	From	Agents	Due
Empress of Japan	Shanghai	C. P. R. Co.	July 6
Tatung	Shanghai	C. P. R. Co.	July 6
Lightning	Singapore	D. S. & Co.	July 6
Magul	Singapore	D. S. & Co.	July 6
Indravelli	Japan	P. & A. Co.	July 7
Prinz Heinrich	Singapore	M. & Co.	July 8
Preussen	Japan	M. & Co.	July 8
America Maru	Japan	T. K. K.	July 8
Glengyle	Singapore	McG. B. G.	July 8
Australian	P. Darwin	C. L. & Co.	July 9
Kasuga Maru	Taipei	N. Y. K.	July 9
Kumsang	Calcutta	J. M. & Co.	July 14
Hyades	Victoria	N. P. Co.	July 16
Tsinan	Sydney	B. & S.	July 17

## Ships Passed The Canal.

Outward—2nd June—Horsley, Bacheque Marquis. 9th June—Glengyle, Khalif, Ben-lawsers, Adana, Salsuma, Mogul. 12th June—Silvia, Merionethshire, Indramit, Dardanus, Machan, Manaton, Waishing. 16th June—Alesia. 19th June—Awa Maru, Breizhuel, Braemar, Barion, Dioned. 24th June—Palawan, Bengloe, Solvay. 26th June—Eva. 1st July—Baumberg, Patroclus, Sachsen, Devonshire.

Homeward—16th June—Caledonien. 19th June—Yarra. 23rd June—Aganemnon, Zieten. 24th June—Prinz Heinrich. 26th June—Candia, Salazie, Bombay. 1st July—Kannagawa Maru.

Arrivals at Home—16th June—Freiburg, 18th June—Socotra. 19th June—Bayern. 23rd June—Wakusa Maru, Caledonien. 26th June—Serbia, Saubia. 1st July—Jason, Richmond Castle.

## Vessels in Port.

STAMERS.

Antonio Macleod, Am. s.s., Uganda, 15th June, Haiphong 10th June, Gen.—B. & S.

Atholl, Br. s.s., 3,031, Porter, 28th June, San Francisco 28th May, Yokohama 20th June, and Moji 23rd, Gen.—C. S. S. Co.

Borneo, Ger. s.s., 1,311, Muhle, 25th June, Sandakan 20th June, Timber and Gen.—M. & Co.

Chingtu, Br. s.s., 1,459, Howie, 30th June, Yokohama via Kobe and Moji 20th June, Gen.—B. & S.

Coptic, Br. s.s., 2,744, Rinder, 30th June, San Francisco 3rd June, and Shanghai 28th, Mails and Gen.—O. & S. S. Co.

Devawongse, Ger. s.s., 1,057, Kimpel, 1st July, Bangkok 25th June, Rice, &c.—B. & S.

Glenartney, Br. s.s., 1,944, Stevenson, R.N.R., 2nd July, Swatow 1st July, Ballast—McG. B. & G.

H. Istein, Ger. s.s., 985, Lorenzen, 30th June, Saigon 25th June, Rice and Gen.—Jensen & Co.

Laisang, Br. s.s., 2,225, Courtney, 28th June, Singapore 22nd June, Gen.—J. M. & Co.

Pompey, Am. s.s., 1,200, Range, 28th May, Manila, P.I. 25th May, Ballast—U. S. Government.

Quarta, Ger. s.s., 1,146, Johanness, 28th June, Mauritius 6th June, Sugar—S. W. & Co.

Rajshahi, Ger. s.s., 1,187, Wendig, 30th June, Bangkok via Kuchinotzu 24th June, Rice—B. & S.

Rohilla Maru, Jap. s.s., 2,399, Bishop, 2nd July, Calcutta 30th June, Gen.—T. K. K.

Rubi, Br. s.s., 1,611, Almond, 29th June, Manila 27th June, Gen.—S. T. & Co.

San Joaquin, Am. s.s., 237, Galdier, 26th Apr., from Aparri, Ballast—Order.

Savoia, Ger. s.s., 2,595, Deinat, 29th June, Vladivostok and Mororan 21st June, Coal and Gen.—H. A. L.

Tacoma, Am. s.s., 1,689, Dixon, 25th June, Tacoma, Wash. U.S.A., 25th May, Mails and Gen.—D. S. & Co.

Tailu, Ger. s.s., 1,063, Menzies, 20th June, Mauritius via Singapore 14th June, Gen.—E. A. T. Co.

Taiyuan, Br. s.s., 1,459, Dawson, 23rd June, Australia 29th May, Gen.—B. & S.

Telemaclus, Br. s.s., 1,397, Williamson, 29th June, Saigon 25th June, Rice and Flour, &c.—Nam Wo & Co.

Petarios, Ger. s.s., 1,578, Desler, 30th June, Singapore and Hoibow 23rd June, Rice—S. & Co.

## SAILING VESSELS.

Alcides, Br. ship, 2,492, Dart, 22nd June, New York 21st Feb., Case Oil—S. O. Co.

Boieldien, Fr. bq., 1,744, Harong, 24th June, New York 15th Dec., Kerosine—S. O. Co.

Columbia, Am. sch., 774, Sprague, 27th Mar., B. & S.

Connatble Richmond, Fr. bq., 1,732, Rault, 5th June, New York 1st Dec., Kerosine—S. O. Co.

Dharwar, Swed. bq., 1,270, Larsson, 11th Apr., Fremantle 1st Dec., Sandalwood—J. M. & Co.

Grosvenor, Br. bq., 516, Boga, 14th June, Mauritius 16th Jan., Sugar—A. & Co.

Kentmere, Br. 4-masted bq., 2,437, Burch, 27th Apr., Shanghai 20th Apr., Ballast—S. O. Co.

Pierre Anonine, Fr. bq., 1,740, Reteget, 1st Apr., New York 3rd Oct., Oil—Order.

Prince Albert, Norw. ship, 1,498, Hansen, 10th June, Fremantle 29th Apr., Sandalwood—Gillman & Co.

## Hongkong &amp; Whampoa Dock Returns.

Taiyuan	at Kowloon Dock.
Antonio Macleod	"
Chuen-tiao	"
Carl Diederichsen	"
San Joaquin	"
Shantung	"
Laisang	"
Wongkoi	Cosmopolitan

## Post Office.

A Mail will close for—

Manila—Per Rubi, 4th inst., 9 A.M.

Canton—Per Hankow, 4th inst., 9.30 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 4th inst., 11 A.M.

Macao—Per Heungshan, 4th inst., 1.15 P.M.

Ningpo and Shanghai—Per Takung, 4th inst., 2 P.M.

Amoy—Per Waihora, 4th inst., 4 P.M.

Namtau—Per Taita, 4th inst., 5 P.M.

Swatow, Amoy and Tamsui—Per Hailong, 4th inst., 5 P.M.

Swatow, Amoy and Anping—Per Maidzuru Maru, 4th inst., 5 P.M.

Kudat and Sandakan—Per Borneo, 4th inst., 5 P.M.

Kobe, Nagasaki, Gensan and Vladivostok—Per Savoia, 6th inst., 11 A.M.

Swatow, Chefoo, Newchwang and Tientsin—Per Nanchang, 6th inst., 11 A.M.

Shanghai and Chinkiang—Per Shansi, 6th inst., 4 P.M.

Manila—Per Rohilla Maru, 7th inst., 10 A.M.

Kobe—Per Taiyuan, 7th inst., 11 A.M.

Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Tucoma, 7th inst., 11 A.M.

Singapore, Penang and Calcutta—Per Laisang, 7th inst., 11 A.M.

Europe, &c., India, via Tuticorin—Per Preussen, 9th inst., 11 A.M.

Manila—Per Zafra, 11th inst., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 11th inst., 11 A.M.

Singapore, Penang and Bombay—Per Ischia, 13th inst., 11.30 A.M.

Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per Indravelli, 14th inst., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th inst., 11 A.M.

Samarang and Sourabaya—Per Shantung, 15th inst., 4 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per Tartar, 22nd inst., 11 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—

On the 3rd at 11.25 a.m. The barometer has risen quickly over Japan, except in the N.E.; fallen slightly on the E. coast of China. The depression has moved into the Pacific to the N.E. of Japan. Pressure is relatively high over W. Japan, and the S. part of the China Sea. Light to moderate S.E. winds in the Formosa Channel, and moderate S.W. monsoon over the N. part of the China Sea. Forecast—S. winds, light or moderate; showery.

## YESTERDAY'S WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.78	29.72
Temperature	81	84
Humidity	96	79
Rainfall	0.51	—

## CHINA COAST METEOROLOGICAL REGISTER.

	July 3rd, 1903, a.m.	Bar. Th. Hu. Wind W.
Vladivostok	7 a.m.	—
Hakodate	5 a.m.	29.69 N 10
Kobe	29.89	—
Tokyo	29.82	—
Kochi	29.91	E 2
Nagasaki	29.91	E 2
Kagoshima	29.91	E 2
Oshima	29.85	S 4
Naha	29.77	SE 10
Isigakijima	29.80	—
Taihou	29.80	—
Taiwan	29.81	—
Koshun	29.82	—
Pescadore	29.80	—
Weihaiwei	29.72 82	SW 2
Gutlaif	29.87 74	SE 3 omr
Sharp Peak	29.80 74	SE 1 og
Amoy	29.83 78	NE 1 o
Swatow	29.83 78	NE 1 o
Canton	29.81 84	WSW 1 o
Hongkong	29.81 84	WSW 1 o
Victoria Peak	29.78	SSW 3
Gap Rock	29.83	SW 1 c
Macao	29.83	SW 1 c
Haiphong	29.84 81	SE 1 o
Manila	29.84 81	SE 1 o
Malate	29.84 81	SE 1 o
Bacolod	29.89 85	SW 1 c
Hoilo	29.87 86	—
Cebu	29.87 86	—
C. St. James	10 a.m.	—

## VISITORS AT THE HOTELS.

HONGKONG.	KOWLOON.
Allen, P. T.	Hill, L. D.
Anderson, Mr.	Hooper, Mr. and Mrs.
Andrews, H. W.	Howard, Thos.
Antony, A. S.	Icelly, Rev. F.
Begley, H. T.	Jameson, Mrs.
Benecke, A. E.	Jamieson, Mr.
Black, Mr. and Mrs.	Joseph, Mr. and Mrs.
Boggan, Mr. and Mrs. R.	Katsch, E. A.
Bonner, E. A.	Langley, A. E.
Bonnet, F.	Legg, E. A.
Bowers, Dr.	Macgowan, R. J.
Brown, W. S.	Marriott, Dr. A.
Buck, Hart	Mast, Sydney
Burn, Justin	Mast, Mr. E.
Carter, Frank	Merecki, J.
Clarke, W. G.	Miller, P. L.
Colson, F. T.	Murphy, Mr. and Mrs.
Dawson, Mrs. W. F.	E. O.
Dean, G.	Oswald, Mrs.
Derbyshire, J. H.	Olliver, L. R.
Douglas, Capt. & Mrs.	Parfitt, W.
J.	Pascual, C.
Downing, T. C.	Potts, W. H.
Dunn, Mr. and Mrs. J.	Reid, H. J.
E.	Skott, C.
Edwards, F. W.	Thomas, J. A.
Ellis, Mr. and Mrs. A.	Thomson, Dr. J. C.
Emerson, A.	Walker, Mr. and Mrs.
Fisher, H. G.	W. B.
C. P. and maid	Watkins, C. A.
George, C.	White, Jas. W.
Gilbert, H.	Woolmer, Mr. & Mrs.
Glover, C.	Wright, Mr. and Mrs.
Grant, F. A.	C. Gordon
Hall, Capt.	Wynn, T. J.
Haughwout, W. B.	
KING EDWARD.	
Hond, H. N.	Muelle, Ed.
Coulson, Mr.	Pooles, Fredk. G.
Ellis, Mr. and Mrs.	Reiber, F.
Fanlo, Miss Anora	Rose, Mr. and Mrs. T.
Felices, Miss E.	J.
Felices, Sebastian	Stephens, M. J. D.
Felices, Miss Elvira	Tebbets, Capt. and
Howard, E.	Mrs. H. H.
Kofod, Capt.	Vaughan, H. S.
CONNAUGHT.	
Benjamin, M.	Humphreys, W.
Campbell, R. E., Lieut.	Marston, Mrs.
Colbert, P. D.	Mortimer, Miss C.
Darby, A. J.	Ormsion, R. A., Major
Denby, S. F.	Ormsion, R. A., Major
Dufour, Mrs. B.	Ormsion, R. A., Major
Hesse, E.	Ormsion, R. A., Major
Houghton, R.	Ormsion, R. A., Major
Lee, G. E.	Ormsion, R. A., Major
OCCIDENTAL.	
Adamson, Mrs. and Kastmann, K.	Keney, F. O.
Ardu, Dr. K.	Kent, Dr.
Burton, A. Bruce	Kirkwood, Capt. R.
Curtis, W. W.	Lopez, Senor
Dabha, W.	Lopez, Amaro
Diss, George A.	Mogford, D. W.
Donald, W. H.	Pezare, T. Lienu.
Harjis, Paul H.	Stevens, Mr. & Mrs.
Hastings, Miss W. M.	Stevens, Mr. & Mrs.
Hastings, C. E.	Stevens, Mr. & Mrs.
Hickman, J. S.	Woodbridge, F. J.
PEAK.	
Allison, A.	King R. H.
Barnett, Dr.	Macleod, Wm., D.D.S.
Beattie, Andrew	Manicus, Mrs. C.
Behn, Geo.	Martin, R.
Benson, A.P.D., Major	McDermott, A. P. B.
and Mrs. H. G.	McGowan, Mr. & Mrs.
Berkley, H.	A.
Besnard, Mrs.	Mitchell, Robert
Brusse, George	Mortimore, Miss C.
Bunny, Major and Mrs. B.	Ollis, Mr. and Mrs. F.
J. W. and children	Ormsion, R. A., Major
Chapman, Mr. & Mrs.	Ormsion, R. A., Major
Chichester, Maj. A. A.	Ormsion, R. A., Major
French, A.S.C., Major	Ormsion, R. A., Major
G. A.	Ormsion, R. A., Major
Fuchs, A.	Pollock, K.C., H. E.
Gibson, Dr. Robert	Rumsey, R.N., Hon. R.
Grant, G. C. Lindsay	Murray
Hamilton, Major A. B.	Sawer, Mrs. W. E.
Hewitt, F. T. Baines	Scott, Charles R.
Lubbe, F.	Sinclair, A.
Jeffries, H. U.	Smith, Carl W.
Joseph, Mr. and Mrs. Spalckhaver, W. O. C.	Thomson, O. D.
E. S.	Thomson, O. D.
Jones, Mr. and Mrs. P. Wenborn, S. T.	Wilford, F. C.
N. H.	
CRAIGIEBURN.	
Gaufield, Master and Helms, W.	
nurse	Lambelle, Lieut. and
Gaskell, Mr. and Mrs.	Mrs. F. W.
Harvey, Lieut. and Moss, D. K.	
Mrs. J. S.	Wright, Mr. and Mrs.
Johnston, Mrs. and R. F. child & nurse	
child	
KOWLOON.	
Curran, Capt. D. J.	Nobbs, A. P.
Graham, Jas. Wm.	Range, Capt.
Kinberry, Capt.	Selmuir, Mr. R. H.
Jewell, Frank F.	Williamson, H. C.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.	\$680 b.
National Bank of China, Ltd.....	£ 8	3 1/2 = \$1.96 1/2 for 1902 .....	\$27 1/2
Do. Founders.....	£ 1	None .....	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd. ...	\$ 100	60 per cent = \$30 per share for 1901 ...	\$500
China Traders' In. Co., Ltd. ....	\$ 25	16 1/2 = \$1 for year ended 30/4/1902.....	\$60
North China In. Co., Ltd. ....	\$ 25	Interim of £1 for 1902.....	Tls. 220
Yungtsze In. Association, Ltd. ....	\$ 60	20 1/2 = \$1 for 1901 .....	\$130
Canton In. Office, Ltd. ....	\$ 50	28 1/2 = \$14 per share for 1901 .....	\$180 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd. ....	\$ 50	\$24 per share for 1901 .....	\$330
China Fire In. Co., Ltd. ....	\$ 20	\$6 per share for 1901 .....	\$85 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd. ....	\$ 15	\$1 1/2 for half-year ending 31/12/1902 .....	\$38 b.
Indo-China S. N. Co., Ltd. ....	£ 10	Fin. of 12/- making £1 for 1901 .....	\$105
China & Manila S.S. Co., Ltd. ....	\$ 50	10% for 1900 .....	\$25
Douglas S. S. Co., Ltd. ....	\$ 50	Div. of \$3 for year ended 30/6/1902.....	\$27
"Star" Ferry Co., Ltd. ....	\$ 5	\$1.20 = 1 1/2% for year ending 30/4/03 .....	\$27 b.
"Shell" Transport & Trading Co., Ltd. ....	£ 1	3rd Interim of 6d. for 1902 .....	£1/4 s.
Taku Tug & Lighter Co., Ltd. ....	Tls. 50	Final of 5 1/2 making 7 1/2 for the year .....	Tls. 48 s.
Shanghai Tug Boat Co., Ltd. ....	Tls. 100	Final of 7 1/2 making 10 1/2 for 1902 .....	Tls. 345 b.
Shanghai Cargo B. Co., Ltd. ....	Tls. 100	Final of 7 1/2 making 13 1/2 for 1902.....	Tls. 172 1/2 b.
Co-operative Cargo B. Co., Ltd. ....	Tls. 100	Final of 7 1/2 making 13 1/2 for 1902.....	
REFINERIES.			
China Sugar Refining Co., Ltd. ....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$103
Luxon Sugar Refining Co., Ltd. ....	\$ 100	\$3 per share for 1897 .....	\$10
Perak Sugar Cultivation Co., Ltd. ....	Tls. 50	Fin. of 7 1/2 for year ending 30.9.02 .....	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd. ....	\$ 11	None .....	\$2 1/2 b.
Punjom Mining Preference Shares .....	\$ 1	None .....	25 cts. b.
Societe Francaise des Charbonnages du Tonkin .....	Fr. 250	Int. of Frs. 30 per share for 1902 .....	\$600
Jebleu Mining & Trading Co., Ltd. ....	\$ 5	No. 9 of 5 % for 1/2 year end. 31/7/94 ...	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd. ....	£ 10.18.10	No. 12 of 1/- per share 28/1/01 .....	\$9
Chinese Engineering & Mining Co., Ltd. ....	£ 1	No. 1 of 1/6 per share 10/10/02 .....	Tls. 6 1/2 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 50	10 % & bonus 2 % for 1/2 year 31/12/02.....	\$215 b.
S. C. Farrham, Boyd & Co., Ltd. ....	Tls. 100	Interim of Tls. 7 .....	Tls. 180 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd. ....	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902 .....	\$90 s.
New Amoy Dock Co., Ltd. ....	\$ 60	\$2 1/2 for 1901 .....	\$40 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd. ....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902 .....	Tls. 282 1/2 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd. ....	\$ 10	8 % = 80 cents per share for 1902 .....	19 1/2 b.
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Final of \$6 making \$12 for 1902 .....	\$162 1/2 sa.
K'loon Land & Building Co., Ltd. ....	\$ 30	\$2.30 per share for 1902 .....	\$73 1/2 b.
West Point Building Co., Ltd. ....	\$ 50	Final of \$1.60 making \$3.10 for 1902.....	\$51 b.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$6 for 2nd 1/2 year making \$12 for 1902 .....	\$154 sa.
Oriente Hotel Co., Ltd. (Manila) .....	\$ 50	8 % = \$4 for 1/2 year ending 31.12.1900 .....	\$40 b.
Astor Hotel Co., Ltd. ....	\$ 25	15 % for half-year ending 31.12.01 .....	\$31 sa.
Hotel des Colonies Co., Ltd. (Shanghai) .....	Tls. 25	6 % for year ending 31/3/03 .....	Tls. 16 s.
Queen's Hotel (Wei-hai-wei) .....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent. for 1902 .....	\$12 1/2
S'hai Land Investment Co., Ltd. ....	Tls. 50	Final of 6 % making 12 % for 1902. ....	Tls. 108 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. ....	\$ 10	Interim of 40 cents per share.....	\$16 s.
Ewo Cotton Spinning & International Cotton Manufacturing Co., Ltd. ....	Tls. 100	3 % for period ended 31.10.97.....	Tls. 38 s.
Laow-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	Interim of 3 % on account of 1898 ...	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ltd. ....	Tls. 500	Interim div. of 4 % on acct. of 1898 ...	Tls. 40 b.
		4 % for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd. ....	\$ 500	25 % for year ending 30.6.1900 .....	\$250
Philippine Tobacco Trust Co., Ltd. ....	\$ 50	None .....	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd. ....	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 .....	Tls. 50 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. ....	\$ 10	12 % = \$1.20 per share for 1902 .....	\$24 1/2
China-Borneo Co., Ltd. ....	\$ 12	First year .....	\$10
A. S. Watson & Co., Ltd. ....	\$ 10	Interim of 5 % for 1902 .....	\$14 1/2
Hongkong Electric Co., Ltd. ....	\$ 10	\$1 per share for 1902 .....	\$7 1/2 s.
Hongkong Electric Co., Ltd. ....	\$ 5	80 cents for year ending 30.4.1902 .....	\$13 1/2 sa.
Hongkong & China Gas Co., Ltd. ....	£ 10	40 cents for year ending 30.4.1902 .....	\$7 1/2 sa.
Hongkong Rope Manufacturing Co., Ltd. ....	\$ 50	10 % div. and 1 % bonus for 1901 .....	\$140 b.
Geo. Fenwick & Co., Ltd. ....	\$ 25	\$10 for 1902 .....	\$140 sa.
Hongkong Ice Co., Ltd. ....	\$ 25	15 per cent = \$3.75 for 1902 .....	\$49 s.
Hongkong High-Level Tramways Co., Ltd. ....	\$ 100	Final of \$12, making \$16 for 1902.....	\$240
Dairy Farm Co., Ltd. ....	\$ 6	\$18 for year ending 31.11.1902 .....	\$320 s.
Hongkong & China Bakery Co., Ltd. ....	\$ 50	75 cents for year ending 31.7.1902.....	\$12
Campbell, Moore & Co., Ltd. ....	\$ 10	5 per cent. = \$2 1/2 for 1901 .....	\$40 s.
Bell's Asbestos Eastern Agency, Ltd. ....	£ 12.6.	Div. of \$2 1/2 for 1902 .....	\$40 s.
United Asbestos Oriental Agency, Ltd. ....	\$ 4	80 cents for year ending 31.5.02.....	\$5 1/2 b.
Hongkong Steam Water-boat Co., Ltd. ....	\$ 10	\$19.80 for year e.d. 31/5/02 acct. 1903. ....	\$9 1/2 b.
China Light & Power Co., Ltd. ....	\$ 20	Interim of 6 % .....	\$14 b.
Robinson Piano Co., Ltd. ....	\$ 5	None .....	\$6 b.
Manila Investment Co., Ltd. ....	\$ 50	5 % = \$2 1/2 for half-year 1901.....	\$50
William Powell, Ltd. ....	\$ 10	None .....	\$15 b.
Maatschappij tot Exploitatie van Landbouw op Java, Langkat, Limited .....	Guilders 100	Final of 50 cents for half-year 30.6.02 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 .....	\$10
Telegraphic Address—"Rialto." BENJAMIN, KELLY & FOTTS, Share Brokers.			
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NOTE:—b=buyers, s=sellers, sa=sales.			



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